



NSW GOVERNMENT

**Department of Planning**

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Ms Dianne Leeson  
Senior Executive, Project Planning  
Sydney Ports Corporation  
PO Box 25  
MILLERS POINT NSW 2000

Our ref: 9037344  
Your ref:

Dear Ms Leeson

**Proposed Enfield Intermodal and Logistics Centre, Enfield Marshalling Yards, Strathfield Local Government Area**

I refer to your correspondence of 5 October 2005, with which you seek adoption of the Director-General's requirements for the preparation of an Environmental Impact Statement for the above proposal as Environmental Assessment requirements under Part 3A of the *Environmental Planning and Assessment Act 1979*.

Pursuant to clause 8J(1) of the *Environmental Planning and Assessment Regulation 2000*, the Director-General hereby adopts the requirements issued on 28 April 2005, as Environment Assessment Requirements under section 75F(2) of the Act. These requirements have been recast to include administrative matters under Part 3A of the Act, and are attached.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

You should ensure that you consult with the Department prior to submission of a draft Environmental Assessment to determine:

- fees applicable to the application;
- relevant land owner notification requirements;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Once you have lodged the Environmental Assessment, the Department will consult with the relevant authorities to determine the adequacy of the Environmental Assessment. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

You should keep the contact officer for this project, Scott Jeffries ((02) 9228 6426, [scott.jeffries@dipnr.nsw.gov.au](mailto:scott.jeffries@dipnr.nsw.gov.au)), up to date with the progress of preparation of the Environmental Assessment, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely



14, 12.05

Chris Wilson

**A/ Deputy Director-General**

As delegate for the Director-General

## INTERMODAL LOGISTICS CENTRE, ENFIELD

### ENVIRONMENTAL ASSESSMENT REQUIREMENTS UNDER PART 3A OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

<b>Project</b>	<p>The construction and operation of an intermodal logistics centre, including an Intermodal terminal, railway lines, rail sidings and associated works, warehousing, empty container storage areas, a community and ecological area, and on-site works including internal roads, administrative buildings, diesel and LPG storage, container washdown area and vehicle maintenance shed.</p> <p>The construction and operation of road bridge for access to the site and a noise wall.</p> <p>Staged development of a commercial and light industrial area fronting Cosgrove Road.</p>
<b>Site</b>	Lots 2 and 3 DP 1006861, Lots 14 and 15 DP 1007302, and Lot 101 DP 1001498, Enfield Marshalling Yards and adjacent land, Strathfield local government area
<b>Proponent</b>	Sydney Ports Corporation
<b>Date of Issue</b>	1 March 2005
<b>Date of Expiration</b>	1 March 2007
<b>General Requirements</b>	<p>The Environmental Assessment must be prepared to a high technical and scientific standard and must include:</p> <ul style="list-style-type: none"> <li>• an executive summary;</li> <li>• a description of the proposal, including construction, operation, and staging;</li> <li>• an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below;</li> <li>• justification for undertaking the project with consideration of the benefits and impacts of the proposal;</li> <li>• a draft Statement of Commitments detailing measures for environmental mitigation, management and monitoring for the project; and</li> <li>• certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.</li> </ul>
<b>Key Assessment Requirements</b>	<p>The Environmental Assessment must include assessment of the following key issues:</p> <ul style="list-style-type: none"> <li>• <b>Strategic Context</b> – the Environmental Assessment must include a detailed description, location and objectives of the project including details of all infrastructure on-site and off-site and socio-economic and employment impacts. The Environmental Assessment must also provide justification for the project taking into account container trade numbers at the international, national and state levels, future trends in container origin/destination in Sydney and issues such as intermodal capacity and demand. The Environmental Assessment must also give a clear indication of any possible staging of the project, for example in terms of the light industry and commercial area proposed. The Environmental Assessment must also present the strategic planning context of the project in relation to the NSW Ports Growth Plan and the first stage of the Port Freight Plan for Sydney. The Proponent is required to consult with the Department's Freight Strategy and Planning Branch in relation to the proposal's strategic implications within the context of the Port Freight Plan. The Environmental Assessment must also address the recommendations of the Milton Morris report dated February 2003 entitled: <i>Independent Review of the Proposed Enfield Intermodal Terminal</i>.</li> <li>• <b>Road Traffic Impacts</b> – the Environmental Assessment must consider impacts of the project on road traffic, considering local and regional impacts especially due to the proposed 24 hours/7 days per week operation. The Environmental Assessment must be prepared in accordance with the Roads and Traffic Authority's publication: <i>Guide to Traffic Generating Developments</i> and must include: <ul style="list-style-type: none"> <li>→ an investigation into the provision of segregated freight only traffic infrastructure and the identification of potential corridors to alleviate amenity impacts on the surrounding area;</li> <li>→ traffic generation and proposed traffic routes on arterial road networks, and measures for avoiding residential areas and sensitive land uses. The</li> </ul> </li> </ul>

- Environmental Assessment must include number of truck movements and timing; freight origin and destination; types of road of transport likely to be used (for example B-Doubles) and the capability of routes (both road and intersection) to handle the predicted increase in traffic;
- information on the *bulking factor* used;
  - details of access to site for motor vehicles, pedestrians and cyclists. Also internal road arrangements, including parking arrangements for both trucks and cars;
  - methods of addressing possible queuing issues;
  - details of possible road infrastructure upgrades and timing including consultation conducted with the RTA;
  - risk impacts and proposed routes for any dangerous goods transport must be included in the Environmental Assessment (a Route Evaluation Study may be required as detailed in the Department's *Applying SEPP 33* and draft *Route Selection*)
  - likely impacts on residential areas including road safety measures for residents and employees;
  - public transport arrangements, including location of bus stops;
  - heavy vehicle management, including the scheduling of these movements outside peak traffic flows and sensitive road users (school related traffic) and identification for any potential to damage local road infrastructure by heavy vehicle movements, and measures to rehabilitate these roads;
  - a study into the amenity impacts on the surrounding area and any mitigation measures required to alleviate these impacts; and
  - cumulative impacts, particularly with regard to other freight distribution facilities in the locality and potential cumulative mitigation measures.
- **Rail Transport Impacts** – the Environmental Assessment must include an assessment of the implications of the project for rail transport, including:
    - forecasts of annual train movements including an estimated range of daily train movements associated with the project;
    - evidence of consultation between the Proponent and RailCorp particularly on rail linkages with the Metropolitan Freight Line and how the project would coordinate and integrate the Enfield Logistics Centre's rail needs with the rest of the rail network, including at the Port Botany end;
    - reference to the InterPlan's Rail Study;
    - details of design of rail sidings, capacity for longer trains and related rail infrastructure, including accreditation requirements; and
    - mitigation measures to deal with the site's gradient.
  - **Noise Impacts** – the Environmental Assessment must assess impacts generated by the construction and operation of the project, particularly on affected residences and sensitive receptors (such as: schools, childcare centres, places of worship and recreational facilities). The Environmental Assessment must also include discussions on the noise assessment to be undertaken for the proposed upgrade of the freight line between the Botany Yards and the Cooks River which is outside the scope of the subject project. The Environmental Assessment must assess the predicted noise impact resulting from all noise sources, including container processing, road and rail traffic noise on site and any potential for the mitigation of cumulative noise impacts. The noise assessment must be undertaken in accordance with the EPA's *Industrial Noise Policy (2000)*. Reference must be made to the *Environmental Noise Control Manual* and *Environmental Criteria for Road Traffic Noise*;
  - **Air Quality Impacts** – the Environmental Assessment must include an assessment of the air quality impacts of the project, particularly with regard to dust emissions, vehicle emissions, greenhouse gas emissions and any fugitive emissions of air pollutants, on the existing air quality in the area and on any nearby residences and sensitive receptors. This assessment must also include potential cumulative air quality impacts. The air quality assessment must identify all potential air quality sources, including trucks and trains and must be carried out in accordance with the EPA's *Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW (2001)*. The Environmental Assessment must also include detailed measures to mitigate any impacts on the amenity of the surrounding area.
  - **Ecological Impacts** – the Environmental Assessment must include an assessment of the ecological impacts of the project, especially possible impacts

	<p>on vulnerable and threatened species listed under the <i>Threatened Species Conservation Act 1995</i> (TSC), in particular the Green and Golden Bell Frog and the Dawny Wattle. Consideration must also be given to the protection and rehabilitation of existing riparian vegetation adjacent to Coxs Creek which may be affected by the project.</p> <ul style="list-style-type: none"> <li>• <b>General Environmental Risk Analysis</b> – notwithstanding the above key assessment requirements, the Environmental Assessment must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the Environmental Assessment.</li> </ul>
<p><b>Consultation Requirements</b></p>	<p>You must undertake an appropriate and justified level of consultation with the following parties during the preparation of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>• NSW Department of Environment and Conservation;</li> <li>• NSW Roads and Traffic Authority, NSW Department of Transport, RailCorp and the Australian Rail Track Corporation;</li> <li>• NSW Department of Health;</li> <li>• NSW Heritage Office;</li> <li>• NSW Department of Energy, Utilities and Sustainability and the Sydney Water Corporation</li> <li>• the NSW Fire Brigades and State Emergency Service;</li> <li>• Strathfield, Bankstown, Canterbury, Burwood and Marrickville Councils; and</li> <li>• the local community and Aboriginal groups.</li> </ul> <p>The Environmental Assessment must clearly indicate issues raised by stakeholders during consultation, and how those matters have been addressed in the Environmental Assessment.</p>
<p><b>Deemed refusal period</b></p>	<p>Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is 120 days from the end of the proponent's environmental assessment period for the project because the project involves a complex environmental assessment and approval process.</p>